

# BookletChart<sup>TM</sup>

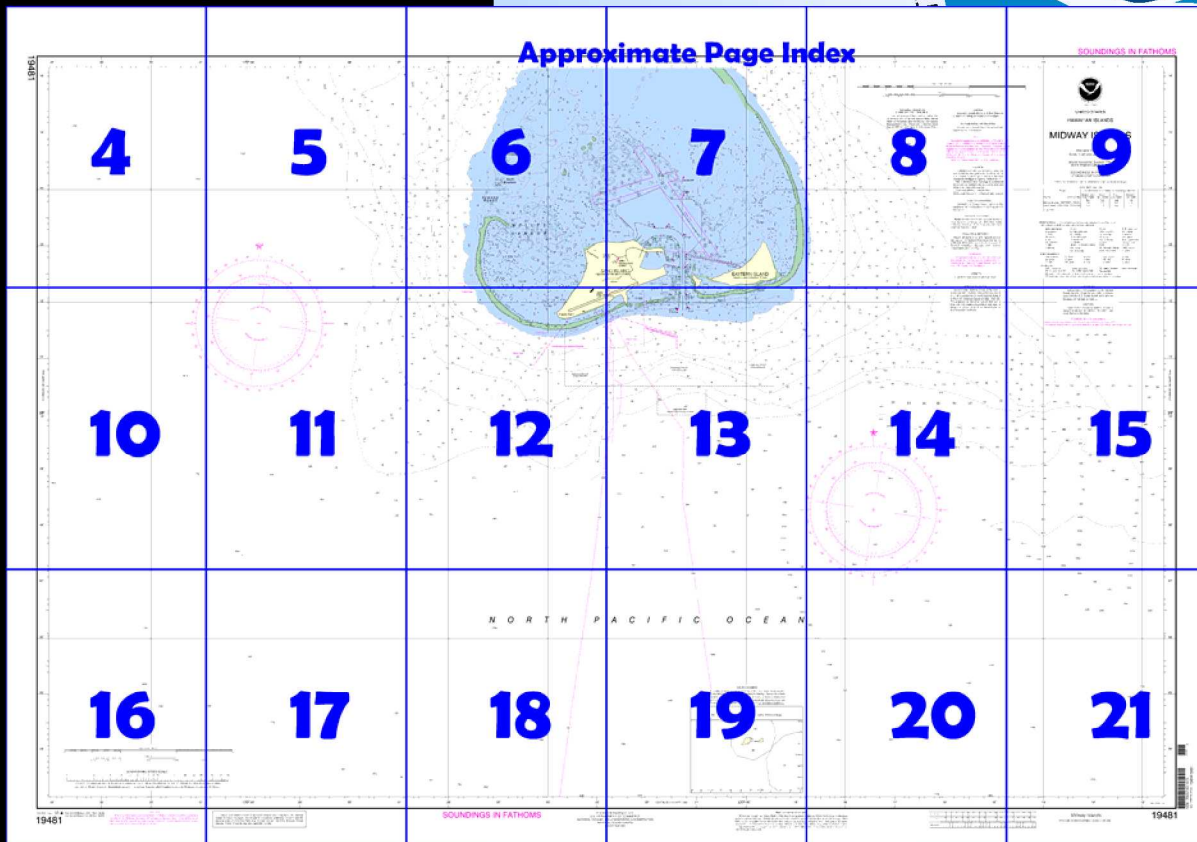
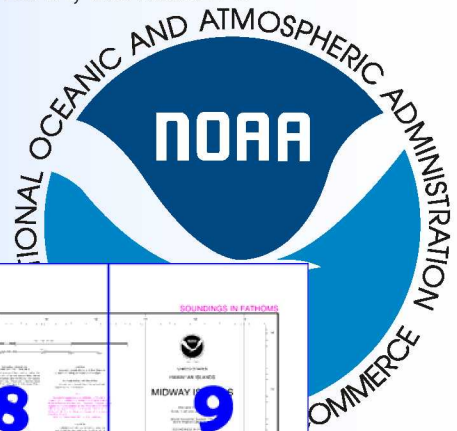
## Midway Islands

(NOAA Chart 19481)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)



### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

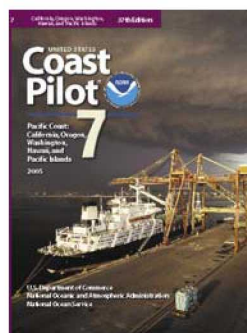
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



### [Coast Pilot 7, Chapter 14 excerpts]

(958) **Midway Islands**, 1,150 miles WNW of Honolulu, were discovered in 1859 by Captain N. C. Brooks, an American shipmaster on the Hawai'ian vessel GAMBIA; possession was taken on behalf of the United States on September 30, 1867, by Captain William Reynolds of the U.S.S. LACKAWANNA. The circular atoll is 6 miles in diameter and encloses two islands. The coral reef does not completely enclose the lagoon; there is a natural opening on the

W side, and another opening has been dredged on the S side. The reef rises abruptly from deep water and there are no off-lying rocks or shoals; breakers mark all seaward sides of the reef. The enclosed islands average 12 feet high with a maximum height of 45 feet. Numerous birds, especially albatross, nest on the islands and are sometimes a hazard to landing or departing airplanes.

(959) The Midway Islands, not part of the State of Hawaii, are under the administration of the Department of the Interior **Midway Atoll National Wildlife Refuge**.

(960) Requests for emergency entry of vessels in distress should be made by any means possible to the Joint Rescue Coordination Center (JRCC), Honolulu, Hawaii (808-541-2500). JRCC will then obtain entry approval or denial from the USFWS Refuge Manager and provide a response to the requester.

(961) Non-emergency entry requests must be approved in advance by contacting the USFWS Refuge Manager. Additionally, the Midway harbormaster can be reached by VHF-FM radio channel 16.

(965) Marked dredged channels through the S reef lead to deepwater basins on the E and NE sides of Sand Island, and to a small-craft basin on the W side of Eastern Island. The entrance channel is marked by a lighted buoy and a **395.5°** lighted range. (**Consult the United States Fish and Wildlife Service for latest controlling depths in channels and alongside piers.**)

(966) The established anchorage area is NE of Sand Island. Outside anchorage is available in depths of 15 to 25 fathoms E of the main channel sea buoy; this anchorage is fair during NE winds, but should not be attempted during winds from other quadrants. Anchorage S of Sand Island is prohibited to avoid possible fouling of the San Francisco-Honolulu-Midway- Guam-Manila cable.

(967) *Vessels approaching Midway Islands are reminded that entry into the Midway Atoll National Wildlife Refuge is prohibited without prior approval. In approaching from any direction, vessels will remain 3 miles off until S of the entrance. Then vessels should steer a course to pass through a position (28°09'25"N., 177°21'15"W.) about 2 miles S of Midway Channel Entrance Lighted Buoy 1, then steer a N course heading directly between Sand and Eastern Islands until the channel is made out, then steer on the range. Due to the prevailing E winds and W set of current, caution must be exercised in entering. Drift and leeway should be anticipated, and sufficient speed should be maintained at all times to control the vessel. (See discussion of currents in the channel.)*

(968) Radar and visual contact have been frequently made with the radio towers on Sand Island at distances in excess of 20 miles.

(969) The best radar returns are the SE edge of Sand Island, the stranded wreck on E edge of the entrance channel, the radio towers on Sand Island, an unlighted platform on the N side of the atoll, and the W tip of Eastern Island.

(971) The current off the main entrance channel usually sets W with a velocity of about 2 knots. Within the channels, the current changes direction with velocities of 2 to 8 knots, depending on the weather; extreme caution is necessary to avoid being carried outside the channel limits. It is reported that during heavy gales Welles Harbor is full of strong currents caused by the sea forced over the reefs.

(977) Two deepwater piers are on the NE side, and one smaller pier is in the inner harbor on the E side of **Sand Island**; a small-craft pier is on the W side of **Eastern Island**.

(978) Provisions, jet fuel (JP-5), and water are not available for commercial use, except in case of emergency. Limited emergency repairs can be made to vessels, but there are no drydocking facilities. Tugs are available; there is a 20-ton mobile crane for use in emergencies.



# Table of Selected Chart Notes

Corrected through NM Nov. 05/05  
Corrected through LNM Oct. 25/05

## HEIGHTS

Heights in feet above Mean High Water.

## Mercator Projection

Scale 1:32,500 at Lat 28° 10'

World Geodetic System 1984  
(North American Datum of 1983)

## SOUNDINGS IN FATHOMS AT MEAN LOWER LOW WATER

## AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard, and National Geospatial-Intelligence Agency.

## CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

## RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

## POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

## AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

## HORIZONTAL DATUM

The horizontal reference datum of this chart is World Geodetic System 1984 (WGS 84), which for charting purposes is considered equivalent to the North American Datum of 1983 (NAD 83). The projection of this chart was shifted from a local datum by means of georeferenced satellite imagery and has not been confirmed by land-based geodetic methods.

## SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 7 for important supplemental information.

## WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

## CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

## CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

○ (Accurate location) ◦ (Approximate location)

## NOTE B AREA TO BE AVOIDED

All vessels solely in transit should avoid the area (MSC IMO SN 1/Circ.263).

## NOTE C SHIP REPORTING SYSTEM

The following vessels entering or departing any U.S. port of place and in transit through the reporting area are required to report into the System: all vessels 300 gross tons or greater and all vessels in the event of a developing emergency. The following vessels in transit through the reporting area should report into the System: all vessels 300 gross tons or greater, fishing vessels, and all vessels in the event of a developing emergency. See IMO SN 1, Circ. 273. Information concerning the Ship Reporting System is also published in the U.S. Coast Pilot 7, Chapters 2 and 14, and updated through Notices to Mariners. Information may also be obtained at the Office of the Commander, 14th Coast Guard District in Honolulu, or at the Office of the District Engineer, Corps of Engineers, in Honolulu.

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

## SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, [United States Coast Pilot](#).

## COLREGS, 80.1410 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.  
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

## CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

## TIDAL INFORMATION

Place Name (LAT/LONG)	Height referred to datum of soundings (MLLW)			
	Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
Midway Islands (28°13'N/177°22'W)	feet 1.2	feet 1.0	feet 0.2	feet -1.0
Sand Island (28°12.7'N/177°21.6'W)	1.3	1.1	0.2	---

(Aug 2005)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)  
Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	N nun	R TR radio tower
Al alternating	IO interrupted quick	OBSC obscured	Rot rotating
B black	ISO isophase	OC occulting	s seconds
Bn beacon	LT HO lighthouse	Or orange	SEC sector
C can	M nautical mile	Osc oscillating	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
	Mo morse code	R Bn radiobeacon	Y yellow

## Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

## Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

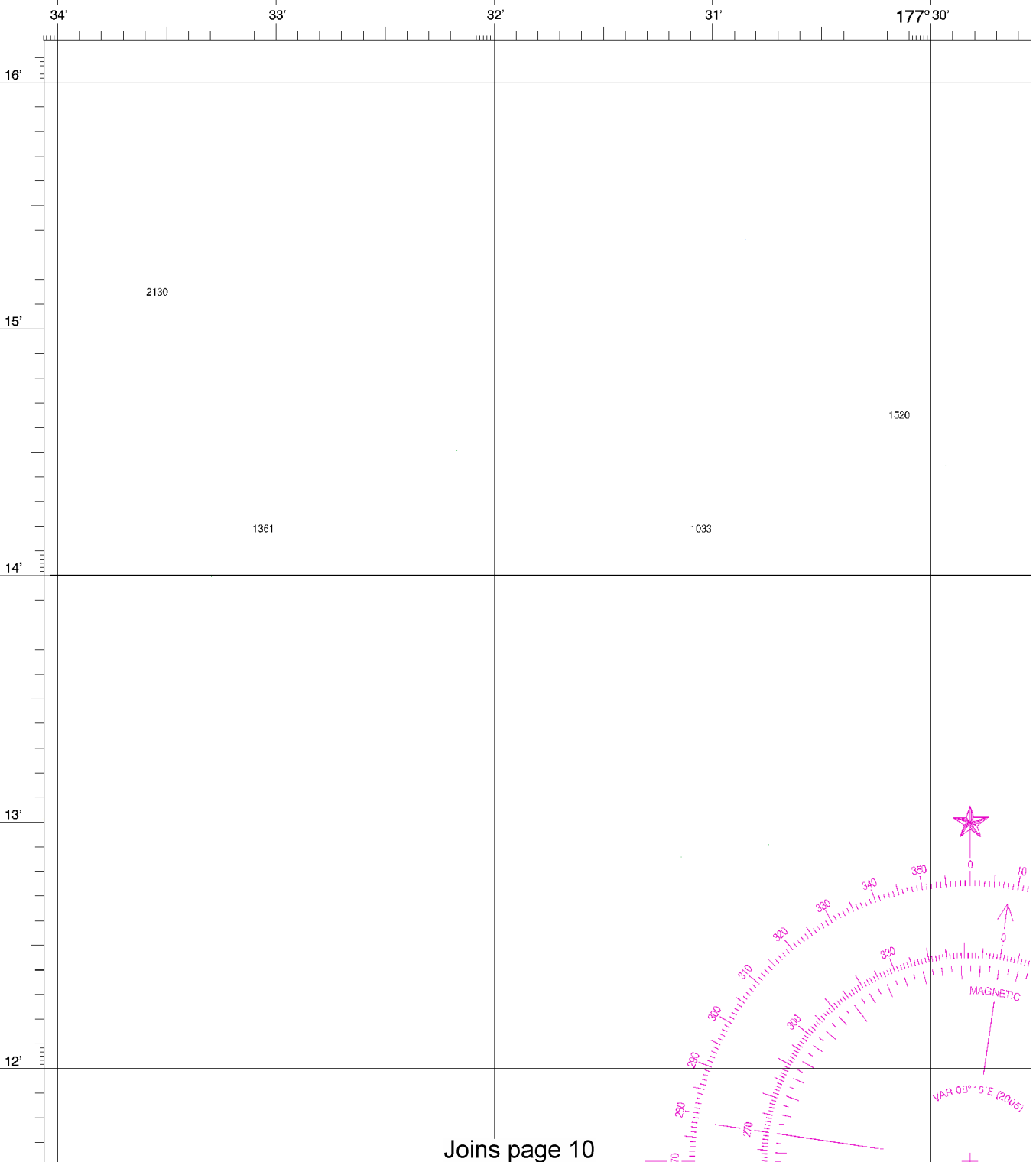
⚓ Wreck, rock, obstruction, or shoal swept clear to the depth indicated.

(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

## PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, [help@NauticalCharts.gov](mailto:help@NauticalCharts.gov), or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or [help@OceanGrafix.com](mailto:help@OceanGrafix.com).

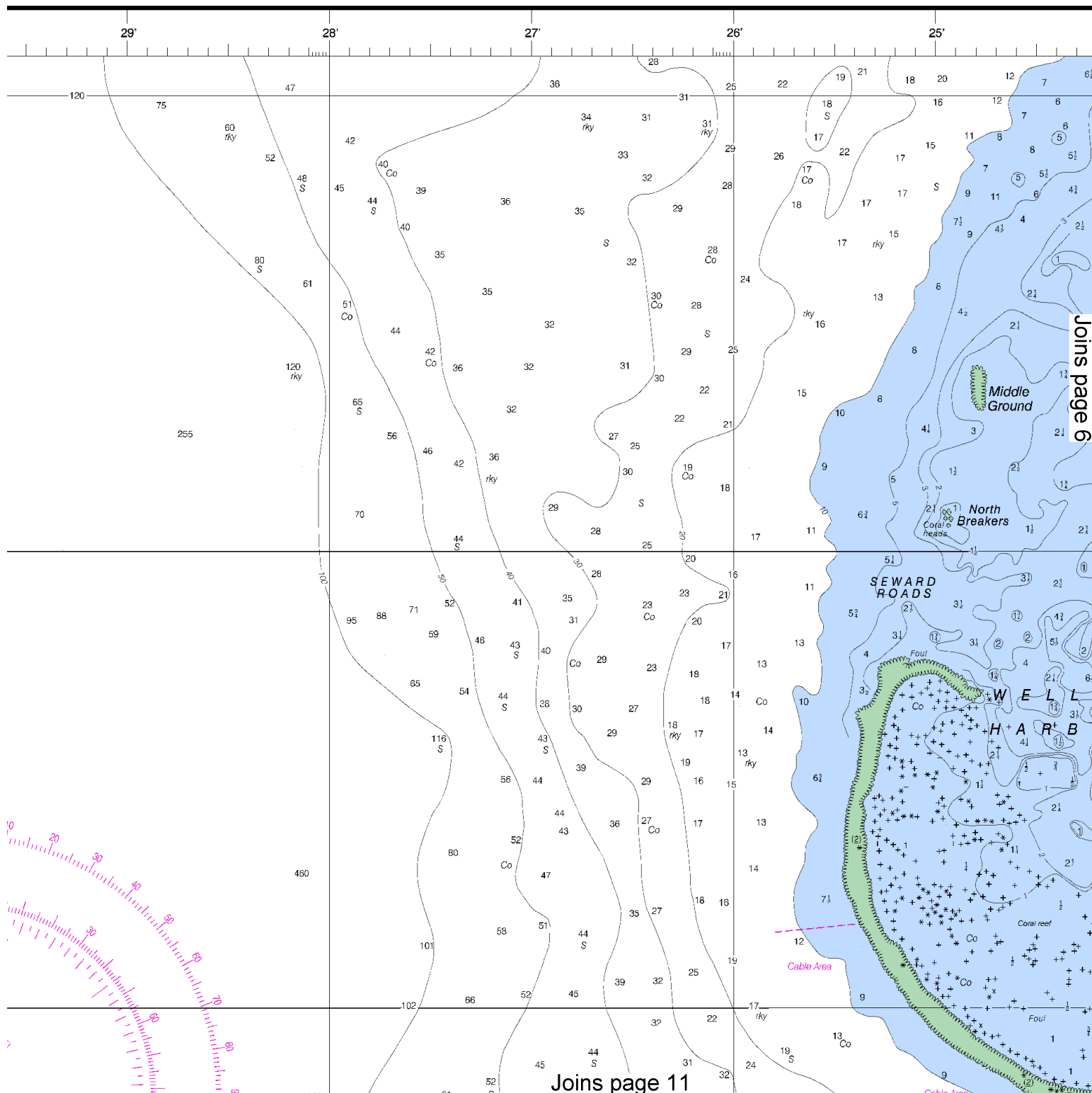
19481



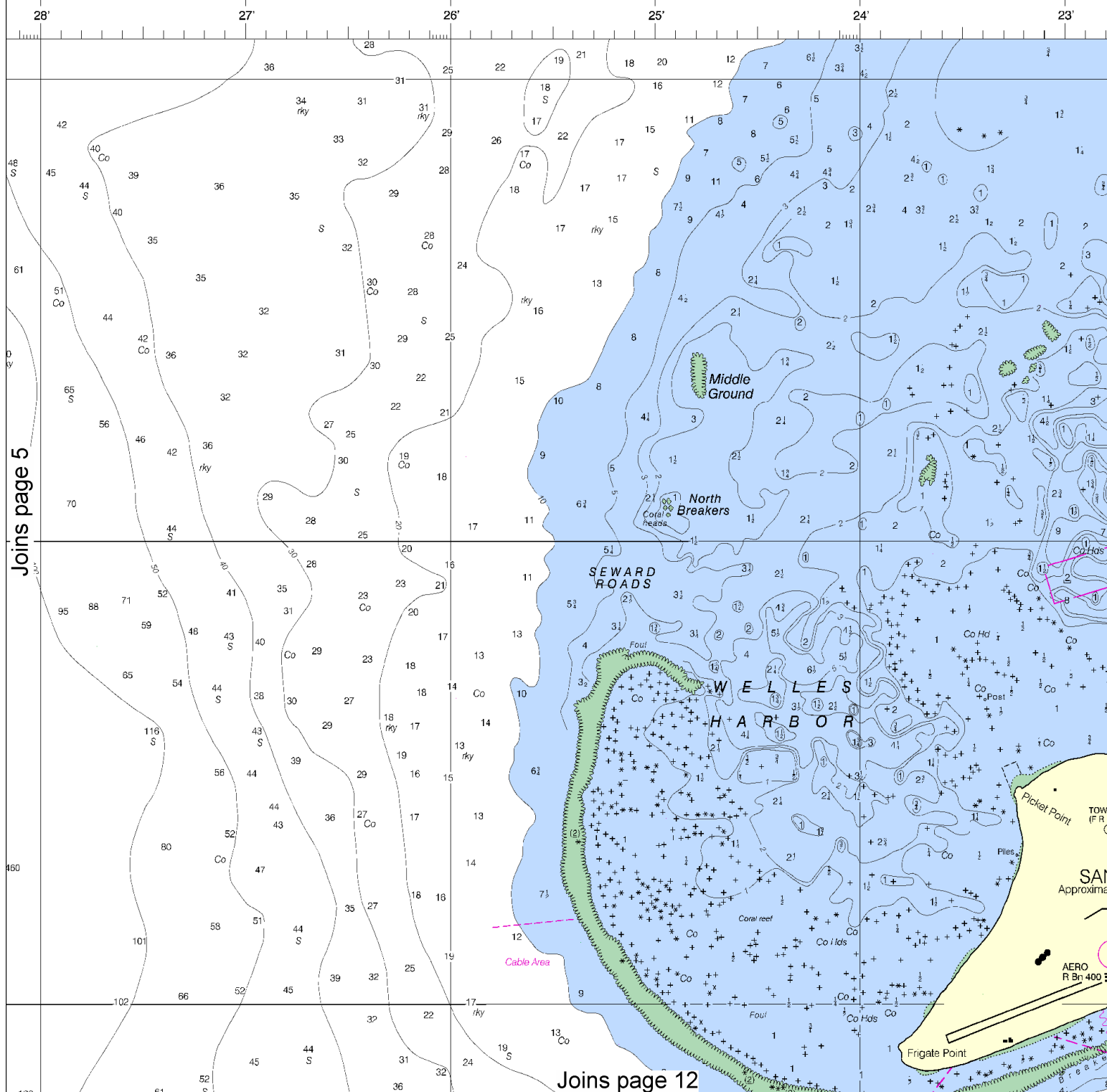
Joins page 10

4





This BookletChart was reduced to 75% of the original chart scale.  
The new scale is 1:43333. Barscales have also been reduced and  
are accurate when used to measure distances in this BookletChart.

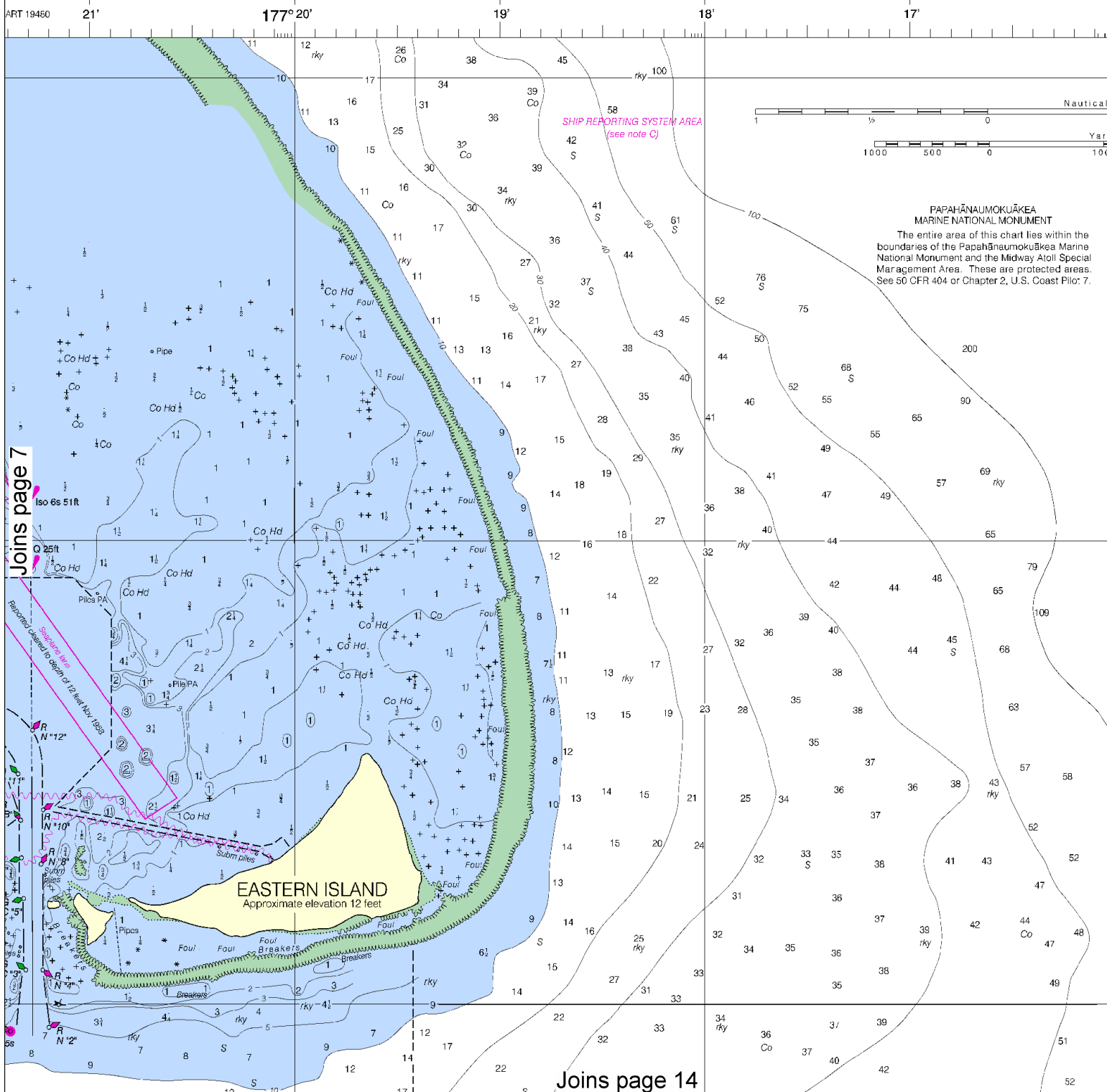


Joins page 5

Joins page 12

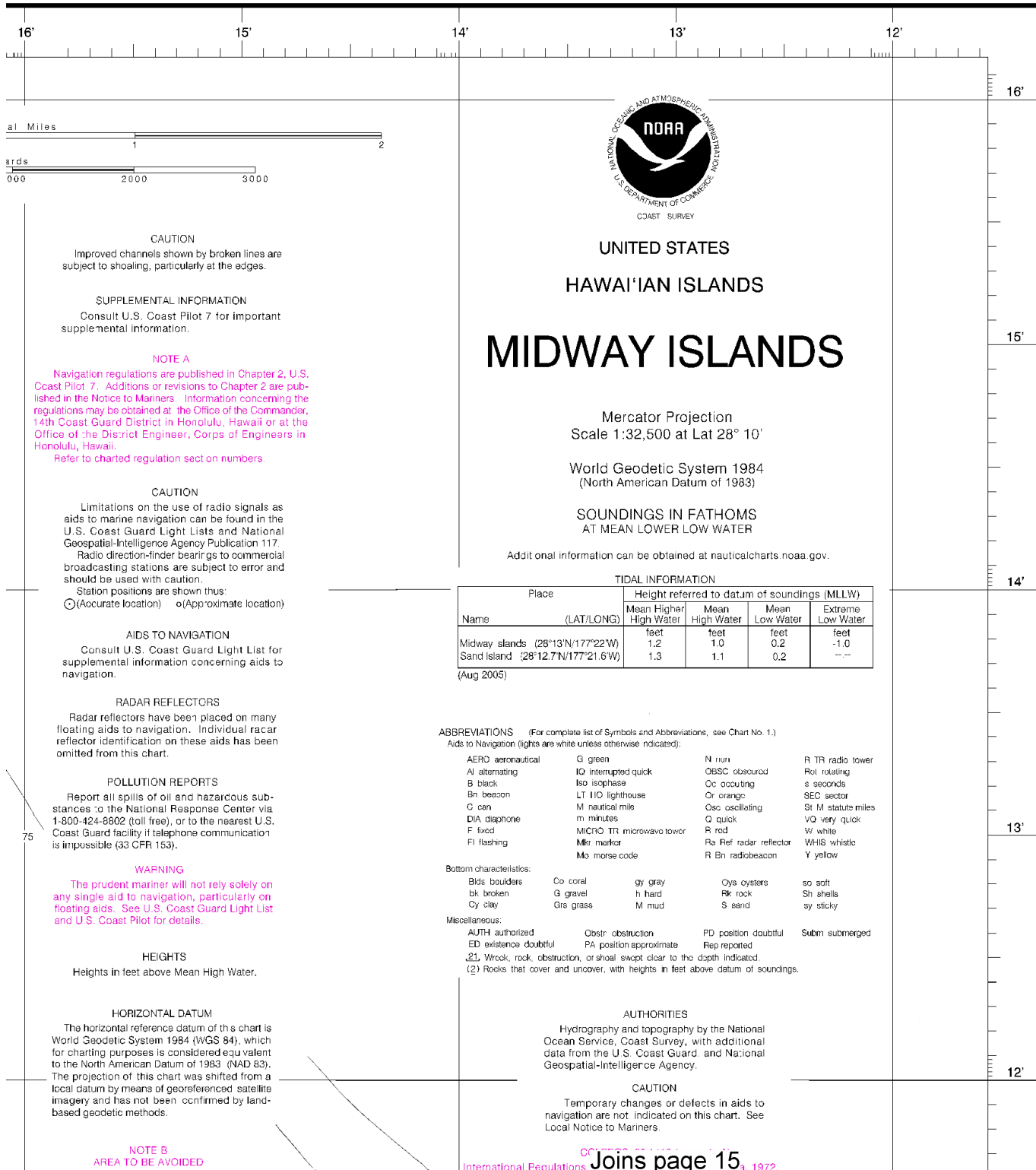






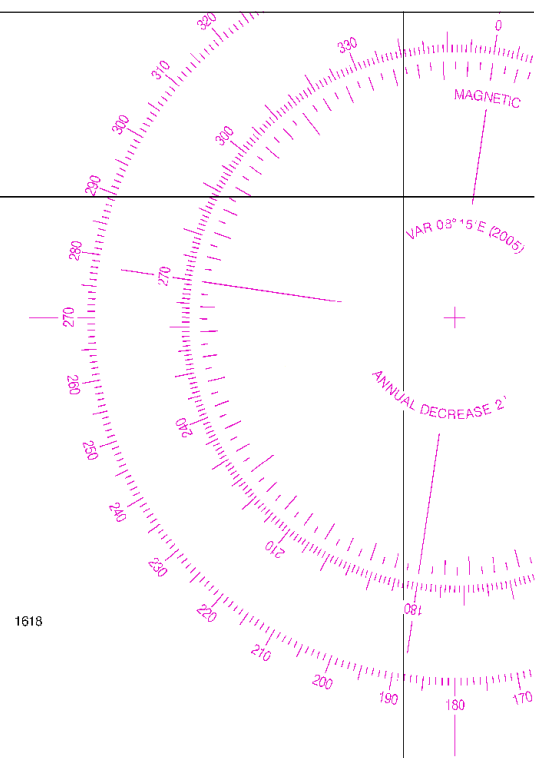


# SOUNDINGS IN FATHOMS





CONTINUED ON CHART 19480



1618

1295

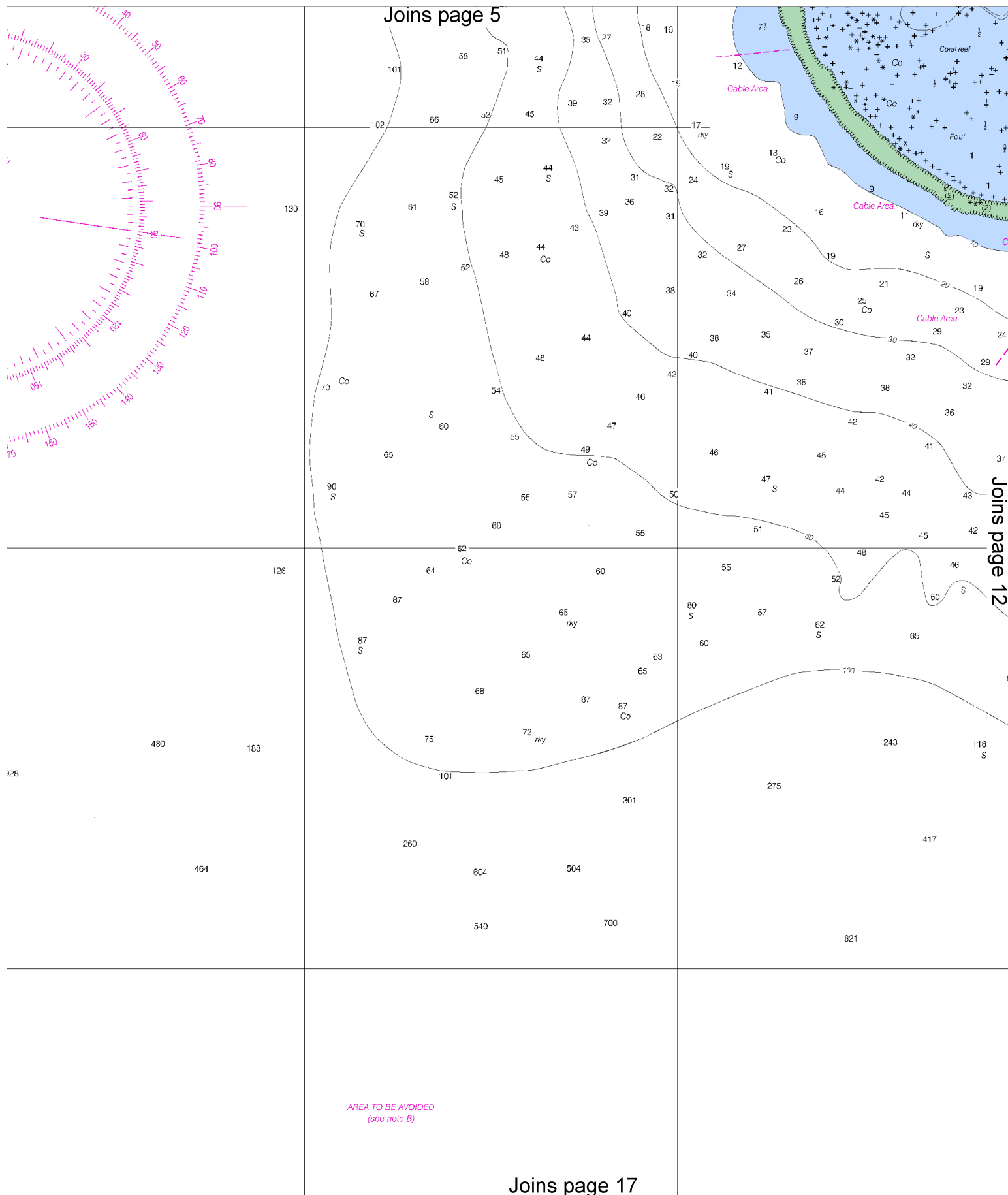
02E

1865

1416

1625 S

Joins page 5



Joins page 12

Joins page 6

SAT  
Approximate

AERO  
R. Br 400

Frigate Point

PROHIBITED ANCHORAGE

Dumping Ground  
(Discontinued)

58

Joins page 18

Joins page 11

AREA TO BE AVOIDED  
(see note B)









HEIGHTS

Heights in feet above Mean High Water.

HORIZONTAL DATUM

The horizontal reference datum of this chart is World Geodetic System 1984 (WGS 84), which for charting purposes is considered equivalent to the North American Datum of 1983 (NAD 83). The projection of this chart was shifted from a local datum by means of georeferenced satellite imagery and has not been confirmed by land-based geodetic methods.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard and National Geospatial-Intelligence Agency.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

COLREGS, 80.1410 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.  
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

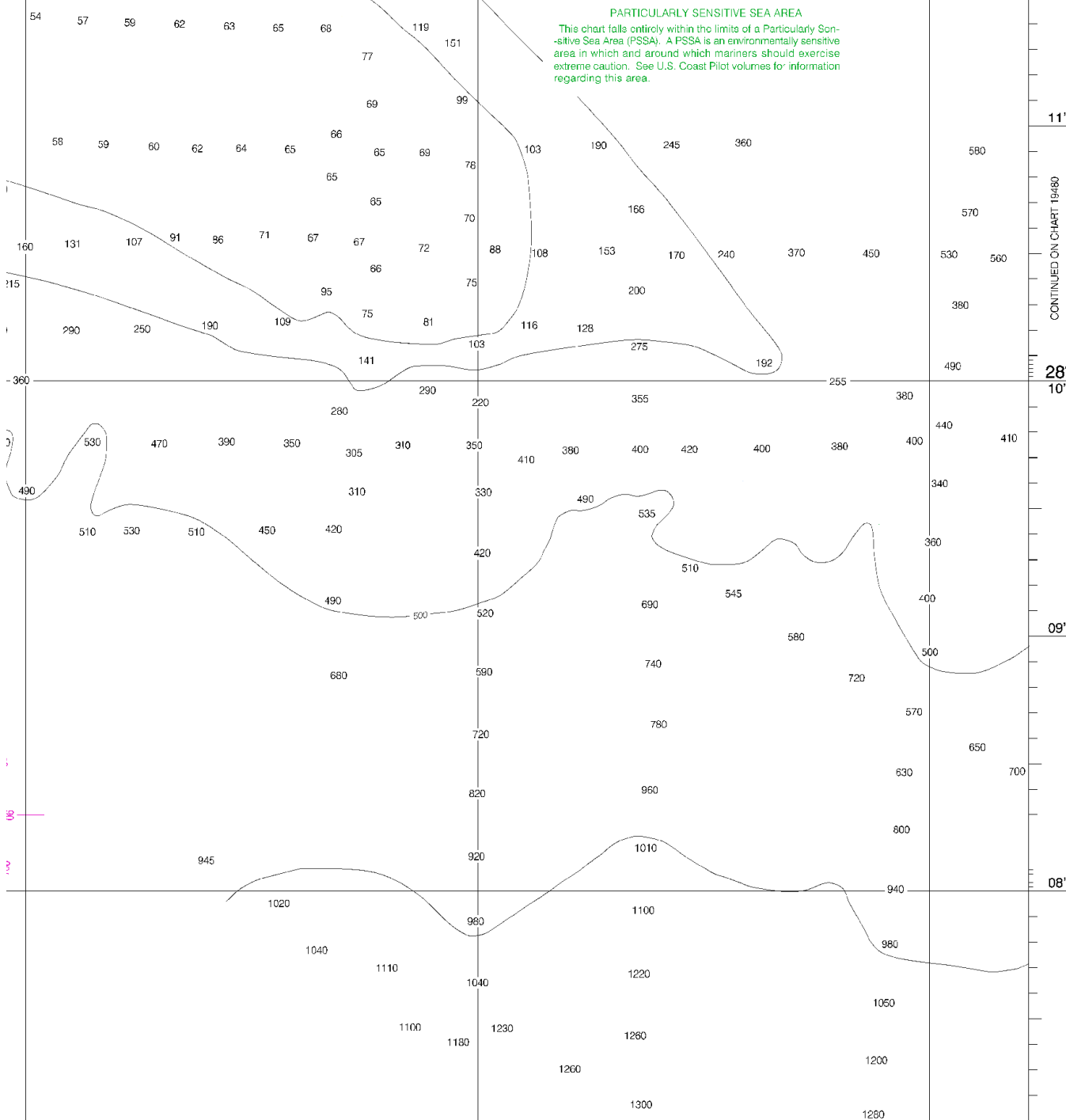
PARTICULARLY SENSITIVE SEA AREA

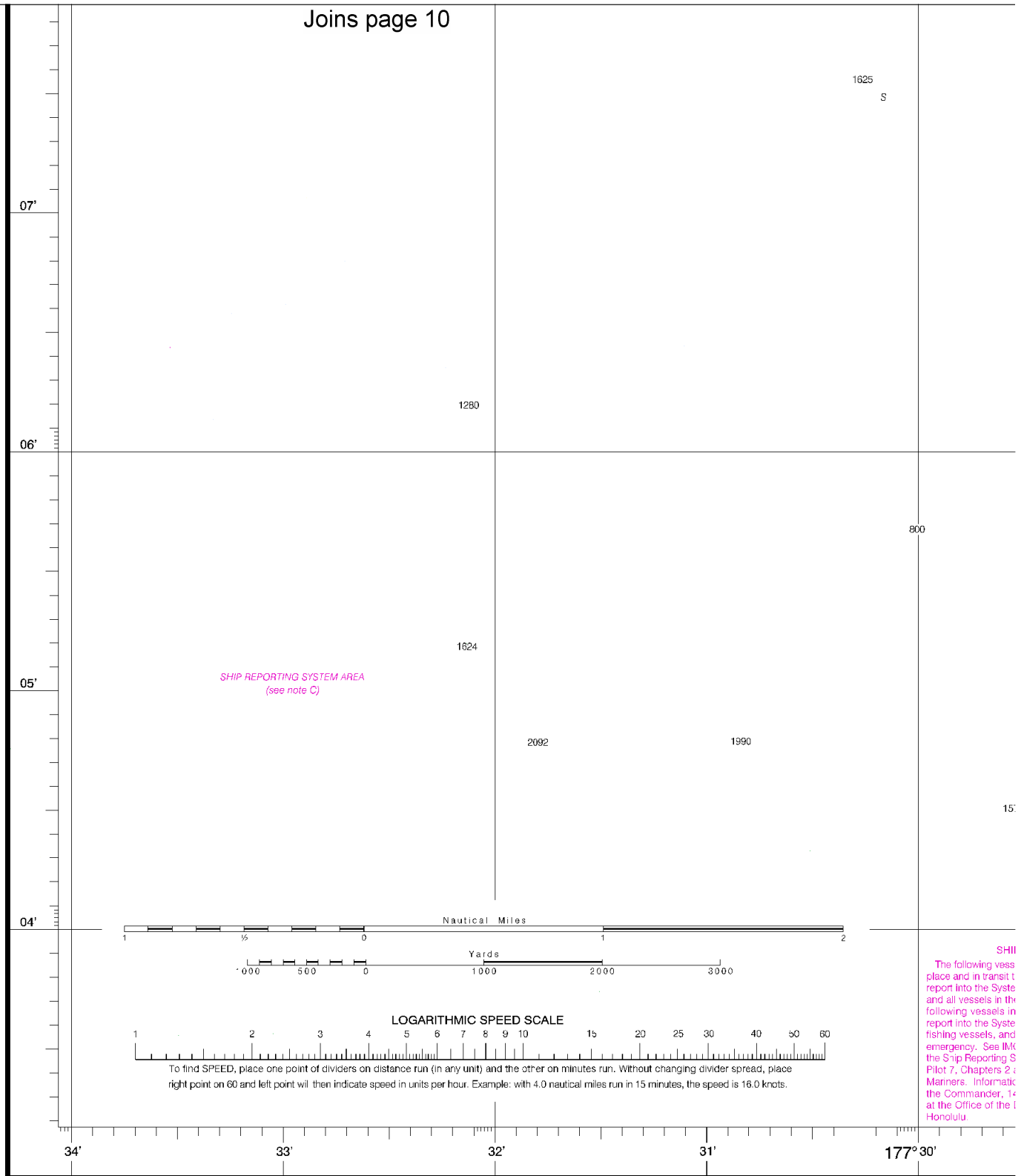
This chart falls entirely within the limits of a Particularly Sensitive Sea Area (PSSA). A PSSA is an environmentally sensitive area in which and around which mariners should exercise extreme caution. See U.S. Coast Pilot volumes for information regarding this area.

NOTE B

AREA TO BE AVOIDED

All vessels solely in transit should avoid the area (MSC IMO SN.1/Circ.263).





11th Ed., Nov. / 05 ■ Corrected through NM Nov. 05/05  
Corrected through LNM Oct. 25/05

19481

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

This nautical chart has been designed to promote the U.S. Coast Guard's Ocean Service encourages users to submit corrections, improving this chart to the Chief, Marine Chart Division, NOAA, Silver Spring, Maryland 20910-3282.

16





AREA TO BE AVOIDED  
(see note B)

N O R  
1788

Joins page 18

1570

1520

NOTE C  
HIP REPORTING SYSTEM  
vessels entering or departing any U.S. port of  
it through the reporting area are required to  
stem. all vessels 300 gross tons or greater  
the event of a developing emergency. The  
in transit through the reporting area should  
stem. all vessels 300 gross tons or greater,  
nd all vessels in the event of a developing  
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g System is also published in the U.S. Coast  
2 and 14, and updated through Notices of  
tion may also be obtained at the Office of  
14th Coast Guard District in Honolulu, or  
e District Engineer, Corps of Engineers, in

1063

1025

981

1300

1485

1540

29'

28'

27'

26'

25'

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2.

SOUNDINGS IN FATHOMS

AREA TO BE AVOIDED  
(see note B)

N O R T H P

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58

Joins page 17

1520

1977

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063

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981

1300

1485

1540

1835

28'

27'

26'

25'

24'

23'

SOUNDINGS IN FATHOMS

Publisher  
U.S. DEPART  
NATIONAL OCEANIC AN  
NATION  
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587

640

1085

727

1360

1175

1180

1180

1220

1230

1360

1405

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1470

1495

1470

1530

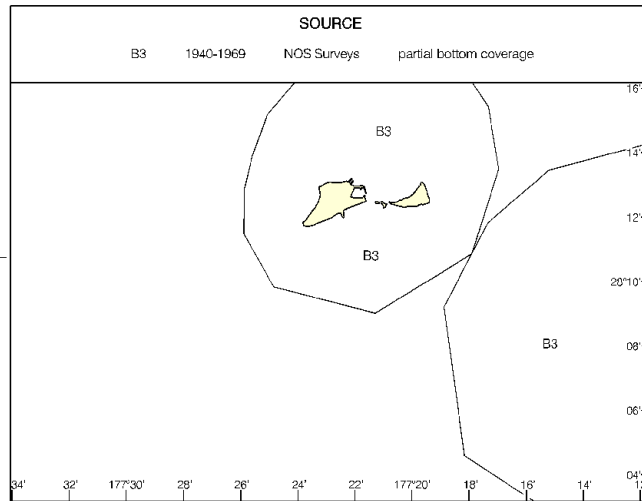
1530

1525

1525

1550

SOURCE DIAGRAM  
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1800

1580

1680

22'

CONTINUED ON CHART 19480

21'

177° 20'

19'

18'

Department of Commerce  
NATIONAL OCEAN SERVICE  
COAST SURVEY

PRINT-ON-DEMAND CHARTS

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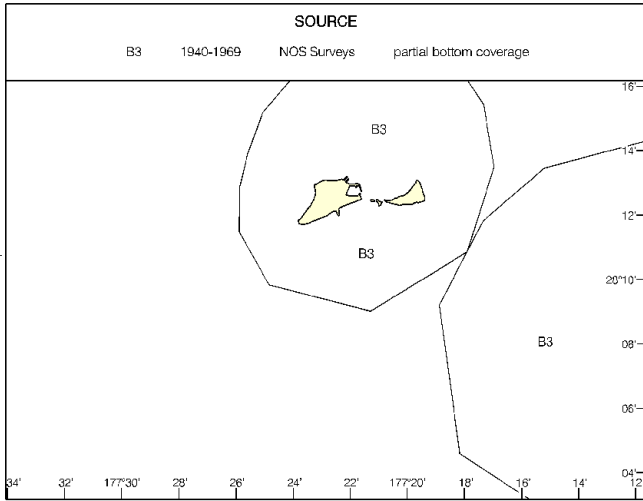
# I C O C E A N

## SOURCE DIAGRAM

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## SOURCE

B3 1940-1969 NOS Surveys partial bottom coverage



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FATHOMS
FEET
METERS



736.8 X 1133.2 mm

04'

NSN 7642014011673

NGA REFERENCE NO. 19AHA19481

19481

## EMERGENCY INFORMATION

### VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16 – Emergency, distress and safety calls** to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 & 78A** – Recreational boat channels.

### Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

### **HAVE ALL PERSONS PUT ON LIFE JACKETS !!**

**Mobile Phones** – Call 911 for water rescue.

**Coast Guard Search & Rescue** – 510-437-3700

**Coast Guard Search & Rescue** – 808-541-2500

**NOAA Weather Radio** – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

**Getting and Giving Help** – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



## NOAA CHARTING PUBLICATIONS

**Official NOAA Nautical Charts** – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official Print-on-Demand Nautical Charts** – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at [www.OceanGrafix.com](http://www.OceanGrafix.com).

**Official Electronic Navigational Charts (NOAA ENC<sup>®</sup>)** – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official Raster Navigational Charts (NOAA RNC<sup>™</sup>)** – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official BookletCharts<sup>™</sup>** – BookletCharts<sup>™</sup> are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is [www.NauticalCharts.gov/bookletcharts](http://www.NauticalCharts.gov/bookletcharts).

**Official PocketCharts<sup>™</sup>** – PocketCharts<sup>™</sup> are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

**Official U.S. Coast Pilot<sup>®</sup>** – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official On-Line Chart Viewer** – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is [www.NauticalCharts.gov/viewer](http://www.NauticalCharts.gov/viewer).

**Official Nautical Chart Catalogs** – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

**Internet Sites:** [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov), [www.NOAA.gov](http://www.NOAA.gov), [www.TidesandCurrents.NOAA.gov](http://www.TidesandCurrents.NOAA.gov), [www.NOS.NOAA.gov](http://www.NOS.NOAA.gov).